

LET'S
FINISH
THE
JOB

CORNELLUSKER CAP NEWS

BUY
MORE
WAR
BONDS

Vol. 3, No. 1

Official Publication of the Nebraska Wing—CIVIL AIR PATROL

January — 1945

Scottsbluff Squadron Flies On Search Mission

On the morning of January 2, Scottsbluff was alerted by Capt. E. J. Comeaux, Search and Rescue Officer of the Second Air Force, to search for a missing 3-24 with ten flyers aboard which disappeared the night before on a flight from Caspar Army Air Field to Ainsworth and Grand Island, Nebraska. Within one hour two planes were in the air patrolling their assigned sectors and one half hour later a third plane joined the search. Flying in sub-zero temperatures, the hunt was continued until 1300 hours. In the afternoon pilots and observers were changed to give the first starters relief from the bitter weather, and flights continued, with search sectors changed to

(Continued on page 4)

Armed Forces Need Civilian Radio Field Engineers

Western Electric wishes to contact men qualified to carry a five-fold responsibility; to analyze and clear unusual cases of equipment trouble; to instruct enlisted personnel in the technical operation of W-E apparatus; to consult with officer personnel in the most effective tactical use of the equipment provided for them; to serve as technical advisor on field installation and maintenance problems; to cooperate with W-E development and engineering staff in the continued improvement of the apparatus. These men may be located anywhere in the world that the Army or Navy has need of their services. They must have outstanding technical ability, be in excellent health, be between 30 and 45 years of age, and be able to get along with all kinds of people. In these jobs, Western Electric offers the civilian engineer a significant opportunity to help win the war. For further information write Mr. H. S. Day, Western Electric Co., Inc., 165 Broadway, New York 6, N. Y. Room 2200.

Lincoln Squadron Sells \$20,000 Worth of War Bonds

Purchase of an EXTRA War Bond of \$50.00 or more qualified civilian employees of Lincoln Army Air Base to a 15 minute flight over the city of Lincoln, Nebraska, in the Sixth War Bond Drive just ended. This project was undertaken by the Lincoln Squadron at the suggestion of the Commanding Officer of the Army Air Field.

Over 100 rides were given, and a total of \$20,000 in War Bonds sold. Two individuals bought \$1000 bonds. Squadron reports are that the event roused a great deal of interest in aviation in general and Civil Air Patrol in particular. One 69 year old man who had never flown before was convinced that the airplane is here to stay, and announced "When this war's over, I'm going to buy a plane and fly it myself."

Pilots for the occasion were Capt. Kimmel, Lt. Kite, Lt. Stuart, Lt. Buettgenbach, Lt. Powell, and F/O Stewart from the Lincoln CAP and Tom Dorlan and Carl Bishop from the Arrow Flying Service.

Civil Air Patrol League Applications

In last month's News was included a letter explaining the Civil Air Patrol League's function and inviting CAP personnel to become members of the League. The number of applications for membership received at Wing Headquarters was very gratifying. Since sufficient application blanks were not available to send one to every CAP member last month, we are including with this issue a card to be filled out by those desiring membership in the League and forwarded with proper fee to this office. The Nebraska Wing endorses the Civil Air Patrol League and recommends membership to all Cadets and Senior Members alike.

Grand Island Publishes Bulletin

Grand Island Squadron has inaugurated an official publication to be issued monthly. The first edition of the "G. I. CAP News" came out in December, and was dedicated to their former members who are now serving in the armed services of our country. Copies were sent to these members, who number 51.

The paper is a newsy little sheet, the copy is interesting and easy to read and extremely well written. An unusual feature was the narrative descriptions of observation flight missions by two members who are participating in an observer's training course, a Squadron project.

A calendar of meetings and classes indicates that the Grand Island Squadron has a complete schedule and a full program. A column headed "Flight Missions," detailing operations orders, is proof that this squadron does much more than class-room and hangar flying.

Congratulations, Grand Island, on the take-off edition of the "G. I. News." Keep 'Em Flying!

Omaha Squadrons Assist In WAC Recruiting Program

Six Civil Air Patrol planes took off from Municipal airport in murky weather on a mission to aid in recruiting WAC's. Handbills inviting the public to inspect the Link Trainer installed at the recruiting headquarters were dropped over the town.

The reward for CAP cooperation in this event is Link instruction time for the pilots and observers who took part. These include pilots Lt. C. A. Larson, W/O Louis Coleman, Capt. W. C. Garner, Lt. Ben Babb, Capt. Carl Lang, and Major Vic Schroeder. "Bombardiers" were Sgt. Herbert Spooner, Cpl. Vern Fichter, Lt. Gene Carrigan, Pvt. Joe Morris, Lt. Ken Ewing, and F/O Wohlford.

CORNHUSKER CAP NEWS

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Hot Copy In Next Month's News

At this time announcements are being sent out calling a special meeting of all Unit Commanders and Staff Officers in the Nebraska Wing to be held in Omaha February 3-4. Subject for discussion will be the Training Program for Civil Air Patrol. Col. Johnson, National Commander, is expected to be present and the new National Training Program will be presented. Major Vic Schroeder, Wing Operations Officer, will offer his Special Ground Flight Training Program for Nebraska units.

When the smoke clears away, Nebraska should find itself with something really solid on which to base future efforts. We'll have all the details in the next issue.

SOLO FLIGHTS**Tecumseh Flight**

Bette Lois McCoy
Leonard Rogers
Glenn Bohm
Herman Warnke
Robert Lempka
Willard Waddell
Leonard Rinne
John Moren
Quinten York
Father John J. Quinlan
Carleton W. Fiektner
Frank C. Smith
Kenneth Staley
Walter Rowe
Edwin E. Meyer
Leonard Steiner
Arnold E. Juilfs

OMAHA SQUADRON No. 1

The following is a letter to Col. Sidles, Wing Commander, from Pvt. C. C. Ruefert, former Intelligence Officer and Adj. of Omaha Squadron No. 1 Cadets:

"It has been five months since I asked you and your officers for letters of recommendation to help me be assigned to the AAF when I volunteered for service. I am happy to inform you that I am well in the process of my Flight Engineers' Training here at Keesler Field, Miss.

"I feel that a large part of my being assigned to the Air Corps and this Flight Engineers' Training can be credited to my duties in the CAP. It gave me the knowledge of aircraft that enabled me to qualify for the highly responsible position of Flight Engineer, or rather Crew Chief as it is more commonly known.

"I would like to thank you, the instructors, and all the personnel of Omaha Squadron No. 1 for giving me all of the foundations for my present position."

"Chuck" Schultz writes from Keesler Field, Mississippi, that he has qualified for Aviation Cadet training, and will be in pre-flight six months to a year before beginning pilot's training.

January 2, Captain William F. Thiesen of the 13th Air Task Force spoke to the Cadets at their meeting. He was in the South Pacific where he completed 76 missions as commander of his heavy bomber squadron. Captain Thiesen is a relative of Captain Stanley Marsh of the CAP Wing Staff.

Lt. Babb, Supply Officer, has been assigned duty as Chief Squadron Pilot, and will work with all pilots, student pilots and observers in the squadron. Lt. Cutler is the new Supply Officer.

Corp. H. L. Coleman has been advanced to Warrant Officer as a Squadron Pilot.

Aircap Flying Club, composed of Squadron No. 1 members, have purchased an L3B Aeronca to replace the Luscombe lost in the fire at Krantz' hangar last fall.

This Issue Sponsored By

OMAHA ATHLETIC CLUB

OMAHA SQUADRON No. 2

December 21 was the date of the Squadron No. 2 Christmas party at which members of Squadrons 1 and 3 and the Wing Staff were guests. Dancing to juke-box music was enjoyed by a large attendance.

Commanding Officer Dorothy Wilson was advanced to First Lieutenant, and promotion was announced and presentation of silver bars made by Col. Sidles at the party.

Squadron No. 2 is still engaged in their study of meteorology.

OMAHA SQUADRON No. 3

Flights "C" and "D" are sponsoring a benefit dance to be held February 5, at the Music Box ballroom.

The Squadron has another private pilot coming up, as W/O G. K. Anderson of Flight "D" has taken his written exam for the ticket. W/O Anderson is a parachute rigger for the Glenn L. Martin Co.

Scottsbluff Squadron

Scottsbluff Squadron has organized a Women's Flight.

Senior members and Cadets have been working on the airport at Mitchell.

A mercy flight was made when Pilot Ed Sievers flew a child to Denver for emergency treatment.

Fremont Squadron

Captain Baldwin, Group Commander, has made arrangements for the squadron to meet Thursday nights in the city auditorium. Drill and other activities which have been held up by winter weather will now be continued.

Cadet Flight Leader, S/Sgt. Albert Larson, has gone into the Navy. He will be greatly missed, as he did a good job in his assignment. We know he will do alright in the Navy.

Pvt. Al Wilkening has been added to the list of pilots qualified to fly the Army liaison plane.

NEBRASKA WING — 1944

The year 1944 was an important and busy period for the Civil Air Patrol in Nebraska. Plans are now made which assure that 1945 will be even more significant. Let's take one last look backward before concentrating every effort on our future progress.

Up until March, 1944, Nebraska Wing maintained a Courier Station at the Omaha Municipal Airport, operating under command of the Second Army Air Force Headquarters at Colorado Springs. Full time personnel maintained an office, and fliers were on a regular schedule in performance of regular courier missions.

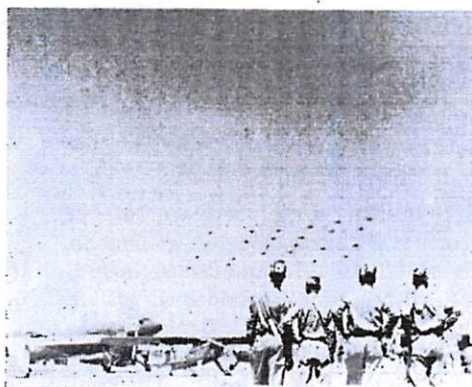
Until enlistments for ACER ended October 1, CAP worked on the assignment of recruiting 17 year olds for the Air Corps Enlisted Reserve, giving physical and mental screening tests, and valuable preliminary instruction through the CAP Cadet program. While this field is now closed to those wishing to join the Air Forces, there is always the possibility that it will open again and if so CAP will again be on the job.



FEBRUARY—A busy Courier Service. Capt. Carl Lang and Alice Riss check cargo. Alice Riss later became a member of the WASPS.

In May 1944 CAP put on an extensive program at the Omaha Municipal airport lasting a full day, in the interest of recruiting air-WAC'S. High-lights of the day included formation flying of P-47's, walkie-talkie demonstrations, chemical warfare demonstrations, exhibition of a B-17 on the ground, stunt flying by small planes, and music by the WAC band from Des Moines.

During the week of August 13-20, Nebraska Cadets attended Summer Camp at the Bruning Army Air Base. 107 Cadets and 5 officers spent the week not as CAP members but as members of the Army Air Forces, living the same life and working on a gruelling course of study. Ca-



MAY—Squadrons of Omaha Group aids Air-WAC Recruiting with Field Day at Omaha Airport.

dets were from Omaha, Crete, Fairbury, Tecumseh, Grand Island, North Platte, Imperial, Scottsbluff, Fremont, Wayne, David City, Columbus, Laurel, Norfolk and Lincoln.

The week of August 22-27, the Nebraska Wing held a state-wide mobilization at the National Guard camp at Ashland. Members and cadets, including women and girls, spent the week living in barracks, eating from mess kits, and attending classes most of the day. Planes belonging to CAP members flew on observer training missions and many members returned home with newly won observer wings.

While at Ashland one of the most protracted search missions in which Nebraska CAP has engaged was started. A crew member of a B-29 parachuted, supposedly in the vicinity, the morning of August 26. All planes at the Ashland camp immediately took off with observers and searched the region in increasingly larger circles for three days, under the direction of Wing Operations Officer Major Vic Schroeder. The flyer was finally found when his body floated to the surface in Carter Lake, near Omaha.

When Norfolk dedicated its new million dollar airport, the day-long program

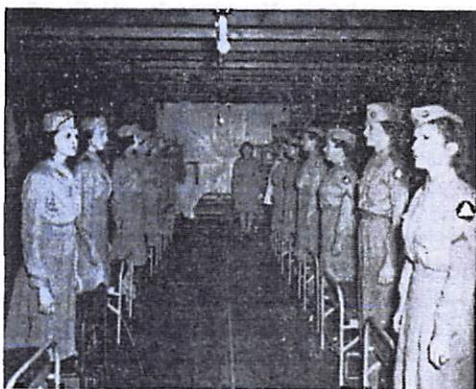


AUGUST—Nebraska Cadets learn about the P-47 at Bruning.

was in the hands of Nebraska Civil Air Patrol members, under the direction of Lt. F. C. Blakeman, Norfolk Squadron Commander. Sixty members of CAP from Omaha went to Norfolk in an Army bus. Cadets gave a demonstration of precision drill and the men's rifle squad performed the manual of arms. Present on the occasion were George Burgess from the Secretary of Commerce office in Washington and Lt. Col. Charles W. Kerwood, representing General Arnold.

In Blair the Civil Air Patrol has been instrumental in getting a Municipal Airport for the city. CAP helped promote a \$15,000 bond issue with which the field was purchased. It has been municipally operated for over four years, the city holding a lease which expires March 1, 1945. Two large hangars and a comfortable administration building have been constructed through the efforts of CAP members.

CAP members attend classes usually two nights a week. The training program covers many aviation ground subjects such as Civil Air Regulations, Navigation, Meteorology, Observation and Reconnaissance, General Service of Air-



AUGUST—Girl Cadets stand inspection in barracks at Ashland, during mobilization.

craft, etc., in addition to military subjects and infantry drill. Besides texts and lesson material, each squadron maintains a library of Army Field and Technical Manuals for reference purposes, and a library of training films is maintained at Wing Headquarters at Omaha and loaned out to all squadrons in the state. We also have large scale instrument panels and other mechanical devices for training purposes. Most useful is the Navigational Trainer recently received by Lincoln and Omaha squadrons, which operates very much like the Link trainer. Besides the private planes owned by many members of Civil Air Patrol, seven liaison-type aircraft have been assigned

(Continued on Page 4)

SCOTTSBLUFF SQUADRON**FLIES ON SEARCH MISSION**

(Continued from page 1)

ake in more territory in a westerly direction. The afternoon and evening brought no sight of the bomber.

Bad weather in the morning of January 3 grounded the Squadron and valuable day-light time was lost. Two planes took off at 1500 hours and stayed up until dark closed in, combing a sector of eastern Wyoming, with negative results.

The wreck of the bomber was found in the late afternoon of January 3 by a Civil Air Patrol pilot out of Cheyenne, Wyoming, 30 miles south of Caspar on the south leg of the beam.

Conditions indicated that the big plane crashed into a mountain when making a set-down, ending up on its back in a canyon. All aboard were apparently killed instantly.

Scottsbluff pilots taking part were Capt. M. P. Brennan, Squadron Commander, Lt. T. J. Lockwood, Lt. A. L. Cooper, Lt. E. W. Sievers and Lt. E. F. Clark. Observers were Lt. E. Henkins, Jay Hall and Doyle Clark.

Tecumseh Flight

Tecumseh Flight is a real flying outfit. Seventeen members are solo students, and eight members are owners of planes. Dr. Joseph A. Lanspa, who just recently got his private license, is a plane owner, as are Robert Bicknell, J. H. Bunge, Leonard Rogers, Glenn Bohm, Arnold Steiner, Leonard Steiner, and E. I. Critchfield, who operates the Tecumseh airport and is the Flight Commander.

Lincoln Squadron

Another activity of the Lincoln Squadron is the Link Training course which Cadets and members have been taking. The class has access to the Link trainers at the Army Air Field, and instructors are those provided by the Army. On completion of the course, each student will have 10 hours of Link time. T/Sgt. Joseph Arlt, who is in charge of CAA Communications for the Field, made the arrangements for CAP to get this valuable instruction.

A member of the WASPS until her recent discharge, Dorothy Bancroft has returned to Lincoln and will be back in the Civil Air Patrol Squadron.

NEBRASKA WING — 1944

(Continued from Page 3)

the Nebraska Wing by the AAF, for use mostly in cadet recruiting work.

The Nebraska Wing consists of 22 squadrons and flights, located at Omaha, (which has three full squadrons, including one all-female squadron), Blair, Lincoln, Crete, Fairbury, Beatrice, Tecumseh, Grand Island, Kearney, North Platte, Imperial, Scottsbluff, Fremont, Wahoo, David City, Oakland, Columbus, Wayne, Laurel, and Norfolk. New squadrons organized in 1944 were those at Kearney, Columbus, and Beatrice. Many inquiries have been made from towns interested in the CAP program, but transportation difficulties have kept new organizations down to a minimum. Including cadets, Nebraska CAP now has 1,720 members.

The first of the year will bring the new training program in preparation at national headquarters. Suggestions from training and operations officers from all 48 Wings have been compiled and studied and the new program will be a result. While it has not come out as yet, it is quite sure that the new program will stress flight training and flight training missions for the adult members, and the result will be a bumper crop of licensed pilots and trained observers.

Col. Earle L. Johnson, National Commander, has as his aim "that the training received in Civil Air Patrol will be beneficial to any one wishing to enter the aviation field in its various phases after the war, and to others will be a good foundation for a better understanding of the new mode of transportation that is fast coming upon us."

PRIVATE LICENSES

W/O Maurice O'Brien, Omaha No. 1.
Pvt. J. A. Lanspa, Tecumseh Flight.

To The Colors

Robert Bates, Tecumseh Flight.
Willard Waddell, Tecumseh Flight.
Charles Van Epps, Omaha No. 1 Cadets.

Columbus Squadron

Columbus Squadron, although organized only six months, continues to be one of the busiest in Nebraska. Classes are being conducted in Code, Meteorology, Infantry Drill Regulations and Military Courtesy and Discipline.

The Junior Chamber of Commerce has furnished the basement of the Y. M. C. A. with new furniture for the CAP meeting room.

Columbus Cadets have sponsored two dances at the City Auditorium. Music was furnished by the newly organized CAP Cadet band under the direction of John O'Neal. This is the first and only musical aggregation in Nebraska Civil Air Patrol.

Columbus Squadron has three aims for the new year: First, to develop a strong Cadet unit; Second, make whatever plans and preparations are necessary for the security of the local airport; Third, to have an exceptionally well-trained group in one or more fields of activity.



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